

25X1

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR (Urals) ~~(General)~~

DATE DISTR. 10 November 1955

SUBJECT Airfields and Air Activity near Sverdlovsk

NO. OF PAGES 14

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW) 25X1DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR DISSEMI-  
NATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON  
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

Attached is [ ] forwarded as received.

25X1

Comment: Throughout the report, read Nizhne-Isetskij for Nizhne-  
Isetski and Nizhne-Isetski, Pervomayka for Pervomaika, Pervouralsk for Pervo-  
Uralak, and Maly Istok for Mali Istok.

25X1

25X1

25X1

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION													
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>														

CLASSIFICATION **CONFIDENTIAL**COUNTRY USSR-2-

REPORT

TOPIC Airfields and Air Activity in the Sverdlovsk Area

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 10 September 1954

25X1

REFERENCES

PAGES 8 ENCLOSURES (NO. & TYPE) 3 - three sketches with two legends on ditto

25X1

REMARKS

This is UNEVALUATED Information

25X1

CONFIDENTIAL

25X1

-3-

1. Between February 1950 and September 1953, an airfield was observed in a level terrain northwest of Aramil (56°43'N/60°51'E). The field extended from northwest to southeast for 2 to 3 km and from northeast to southwest for 1 to 2 km. It was bordered on 3 sides by woods. West and southwest of the field was a ridge of hills which extended west to southwest of an asphalt road. This road was about 7 meters wide and led from Sverdlovsk (56°50'N/60°37'E) to Aramil. Flight obstacles were a high-tension line leading from Sverdlovsk to Aramil, factory smokestacks in Aramil and the aforementioned ridge of hills. No railroad line was seen in the vicinity of the field. The installation was a military and civilian airfield with a runway which was about 2 km long and extended from northwest to southeast. The runway could not be seen from the Sverdlovsk-Aramil road but from the roof of the metallurgy plant. Two five-story buildings with camouflage paint, probably barracks installations, were located outside of and southeast of the field, about 20 meters east of the road. North of these barracks buildings were two smaller houses, probably officers billets. Another building apparently housing the administration, was located southeast of the runway. A group of 10 to 12 large gray-green tents, possibly aircraft hangars, and a hangar, 6 to 7 meters high, were located south of the runway; the latter hangar was located at a right angle to the road. Along the road extended a lattice fence, about 1.5 meters high. Sentries were seen patrolling on the road. At night, the airfield and factory smokestacks in Aramil were illuminated.

25X1

25X1

CONFIDENTIAL

2. During 1950, 1951 and 1952, only single-engine aircraft and twin-engine aircraft of obsolete types were stationed at the field. Since the PW camp was located near the field, the aircraft seen aloft definitely took off and landed at the field. During August 1950, 8 to 10 cargo gliders were once observed being towed by DC-3s; the gliders were released short distance from the field and then landed there. Beginning in 1953, there was more night flying activity than previously observed. After about October or November 1952, single-jet aircraft with swept-back wings were seen flying over the field coming from the north. They flew only in good weather or when the ceiling was over 1,000 meters. The flight altitude was 200 to 300 meters. The jet aircraft which were daily seen flying 3 or 4 times in V-formation or formation of 4 aircraft were apparently not stationed at the field. They landed there and, toward the evening, again took off heading north.
3. In addition to military air activity, commercial flights were made by DC-3s which definitely differed from the military aircraft by their inscription. Aircraft repeatedly seen at the field included 4 or 5 during the morning hours, 2 about noon, and about 3 during the afternoon. <sup>1</sup>
4. Between August 1951 and June 1953, an airfield was observed about 2.5 km east of the metallurgy plant, east of the Sverdlovsk-Chelyabinsk (55°09'N/61°24'E) road and about 2.5 km from Nizhne-Issetski. The field covered an area of 2 x 3 km. It was bordered by a level area to the north, by woods to the east and south and by hills beyond the road to the west. The ridge of hills extended to as far as Sverdlovsk. There were no taxiways but apparently a concrete runway which extended in N-S direction. In the northwestern and western sections of the field were 5 or 6 brick buildings and some sheds in which aircraft were probably parked.
5. Throughout the day, even in unfavorable weather, individual flights were made by twin-engine transports and passenger planes over Nizhne-Issetski. These aircraft were not involved in practice flights at the field. In the air space south of Sverdlovsk and over the field, however, practice flights were continuously made by a twin-jet aircraft with double rudder assemblies and swept-back wings. The two jet engines projected far beyond the leading edges of the wings and slightly beyond the trailing edges. A maximum of 3 or 4 aircraft of this type were simultaneously seen aloft. The aircraft flew individually and were seen for the first time in the spring of 1953. Prior to that date, air activity had mainly been conducted by single-engine piston aircraft of various types. <sup>2</sup>
6. Prior to June 1953, an airfield had been observed 12 to 13 km south of Sverdlovsk, 4 to 5 km east of Nizhne-Issetski, 50 to 60 meters north of the E-W road running to Chelyabinsk. The field was bordered to the north and east by light coniferous forests, and to the south by uncultivated fields which extended to as far as the main road. From noises heard it was inferred that a railroad line extended east of the eastern woods. About 2 or 3 km west of the field was the Ural-Khim Zavod, a chemical plant, from which a rutted field path extended to as far as the field. A transformer station, referred to as "Elektrostantsia", was under construction 40 to 50 meters south of the Sverdlovsk-Chelyabinsk road, south of the field. The framework of the installation was completed by June 1953. Two high-tension lines suspended on steel masts were strung over the transformer station in E-W direction. <sup>3</sup>
7. A runway, about 1.5 km long, extended from north to south in the middle of the field. The aircraft observed at the field were generally parked in front of the two hangars in the northwestern corner of the field. In addition to the hangars, a two-story flight control building, a brick structure about 20 x 8 meters large, was located at the northwestern border which was to be enlarged. Eight or 9 twin-engine aircraft of two types were usually stationed at the field. The first type had two radial engines, a nose wheel and a main landing gear which retractable backward into its engine nacelles, the second was a normal DC-3 type aircraft.

25X1

CONFIDENTIAL

25X1

CONFIDENTIAL

8. During March or April 1953, a twin-jet aircraft with glassed-in tail gunner's station, high rudder and engines fitted under the wings which were not swept-back, crossed the Nizhne-Isetski PW camp, landed at the field and, after a short time, again took off. Single-jet aircraft were definitely not observed at the field prior to June 1953. It is possible that additional twin-jet aircraft made intermediate landings at, or individual practice flights over, the field. However, the aircraft were not stationed there. Air activity at the field was apparently conducted regularly by civilian and/or military transports. No personnel were seen at the field except for some pilots wearing flying suits. There was also night flying activity which was primarily conducted by civil aircraft which landed individually.
9. Prior to early 1953, only propeller-driven aircraft were observed in the air space southeast of Sverdlovsk. Beginning in early 1953, individual single-jet aircraft were seen aloft and, after June 1953, formations of 12 to 15 aircraft were observed flying in flight wedge formations. Beginning in August 1953, twin-jet aircraft were occasionally seen flying in formations of up to 14 aircraft. The aircraft involved in the air activity apparently took off from an airfield southeast of Sverdlovsk. Other PWs stated that an airfield was located near Nizhne-Isetski and that a concrete runway had been constructed at this field in 1951 and 1952. Air activity was conducted only in favorable weather and almost every day during the summer of 1953. The aircraft crossed over the town perimeter of Sverdlovsk and the RTI rubber plant coming from the southeast, subsequently climbed from about 500 meters to several thousand meters and, after some time, again headed southeast. The aircraft with two jet engines were semi-high-wing monoplanes with single rudder assembly and engines fitted under the wings and projecting beyond the leading and trailing edges of the wings. The leading edge of the wing was at a right angle to the fuselage.
10. Between late 1952 and September 1953, practice flights were made during daytime by jet aircraft with one and two jet engines over Pervo-Uralsk (56°55'N/59°56'E). Russian workers stated that the aircraft were stationed at Sverdlovsk airfield which, during the last years, had allegedly been considerably improved. In addition to air activity by military aircraft, commercial flights were continuously made by DC-3s in E-W directions.
11. Between May 1950 and July 1953, air activity was observed over the airfield east of the PW camp. Almost every day prior to July 1953, a squadron of 9 aircraft flying in 3 flights was seen. The aircraft were fitted with 2 piston engines and had double rudder assemblies. For the first time in July 1953, a MiG-15 was seen flying at an altitude of about 3,000 meters. MiG-15s were not observed being permanently stationed at the field. Apparently only individual MiG-15s were temporarily parked there.
12. Between May and November 1950, almost exclusively twin-engine aircraft with piston engines pointed at the ends and with double rudder assemblies, similar to the Me-110, were seen at the field east of Nizhne-Isetski. The aircraft were still seen from the RTI Camp at a later date. Air activity was continually reduced after late 1952. During 1953, only a few flights were observed. The aircraft could be observed in the Nizhne-Isetski area only at an altitude of 50 to 60 meters while climbing east of the town after the take-off. The landing gear was then already retracted. For formation flights, the aircraft took off individually at short intervals of less than 1 minute. Individual and formation flights of up to 8 or 9 aircraft were made. The interval and distance between the individual aircraft of a formation was 2 wingspans and 2 or 3 aircraft lengths respectively. In addition to twin-engine aircraft also individual biplanes were seen flying at the field.
13. Single-jet aircraft without auxiliary fuel tanks were observed over Sverdlovsk for the first time in the spring or summer of 1952. The air activity was continuously intensified up to September 1953. The aircraft did not fly every day. They always approached from the east-southeast and also departed in the same direction. From the direction of approach it was inferred that the aircraft were stationed at the same airfield

CONFIDENTIAL

CONFIDENTIAL

as the twin-engine piston aircraft. The jet aircraft usually flew in elements of two or flights of three and seldom at altitudes lower than 1,000 meters and also occasionally at high altitudes while developing vapor trails. When flying in formation, the interval and distance between the individual aircraft was most usually several wingspans and aircraft lengths. Individual twin-jet aircraft were observed flying at high altitudes and definitely seen developing 2 vapor trails. 4

14. The first single-jet aircraft were observed flying at very high altitudes over Pervo-Uralsk in the summer of 1952. A single-jet plane was once observed flying at an altitude of about 300 meters toward Sverdlovsk when the weather was very bad. The approach direction of the jet aircraft flying at high altitudes could not be definitely identified. The aircraft had considerable swept-back wings. In the spring of 1953, a formation consisting of 2 flights of twin-engine aircraft with piston engines and double rudder assemblies crossed over Pervo-Uralsk at an altitude of 200 to 300 meters, apparently coming from Sverdlovsk. In addition to these aircraft, twin-engine commercial DC-3s and another twin-engine piston aircraft with considerably long nose compartment and a slightly higher speed than the DC-3 were seen over Pervo-Uralsk.
15. Between May and November 1950, commercial aircraft were daily seen flying over the airfield in the vicinity of Nizhne-Isetsk. After the take-off, the landing gears were being retracted over the PW camp. The commercial aircraft flew also in very bad weather when the ceiling was low and visibility poor, and at night. Almost every night, the obstacle lights on the smokestacks of the Ural-Mash Plant, a machine factory in Nizhne-Isetsk were on. The aircraft employed were Li-2s and Il-12s. The same type aircraft were observed from the RTI camp flying at the field up to September 1953. During 1953, mostly Il-12s were used. During the period from May to November 1950, twin-engine ground attack aircraft with double rudder assemblies and in-line engines were also seen taking off from the field. This type aircraft was also observed flying apparently at Nizhne-Isetsk airfield up to September 1953.
16. The first jet aircraft appeared over Sverdlovsk approximately at the beginning of 1952. The aircraft appeared to have taken off from Nizhne-Isetsk airfield and were first seen flying individually. In 1952, air activity by jet aircraft was considerably intensified. During the last period of observation in 1953, the aircraft usually flew in elements of two and often in formations of up to 5, usually at altitudes over 1,000 meters. In formations, the aircraft flew overlapping turns while the intervals and distances between the individual aircraft increased. Two or three times in 1953, two twin-jet aircraft were seen flying at very high altitudes over Sverdlovsk. Twin-jet aircraft were never seen flying at low altitudes over Sverdlovsk nor in unfavorable weather or at night.
17. Between mid-June and late September 1953, air activity was observed from the RTI camp in Sverdlovsk. The aircraft apparently took off from an airfield several kilometers southeast of Sverdlovsk. Other PWs stated that two airfields were located close to each other along a highway southeast of the town. Single-jet aircraft with swept-back wings were seen almost daily flying individually and in formations of two or three, mostly at medium altitudes and sometimes at high altitudes. The same type aircraft flying in formations of 5 and 9 were also seen from Degtyarka (56°42'N/60°07'E) between April and June 1953. Aircraft approached from and departed toward Sverdlovsk. Twin-jet aircraft, wings with straight leading edges, were also seen flying over Sverdlovsk almost every day but these were less in number than the single-jet aircraft. In addition to the military air activity, commercial aircraft were daily seen flying at the field. On 19 August 1953, 30 to 40 twin-engine aircraft, similar to the Il-12, individually headed west over Sverdlovsk at intervals of 5 to 10 minutes. No four-engine aircraft were observed over Sverdlovsk.

CONFIDENTIAL

25X1

CONFIDENTIAL

-7-

25X1

18. Between June and late September 1953, air activity by military and commercial aircraft was observed over an airfield 8 to 10 km southeast of the RTI camp in Sverdlovsk. Throughout the day, twin-engine aircraft took off 8 to 10 times from the field and headed northwest over Sverdlovsk. Aircraft of the same type, apparently commercial planes, were also seen approaching the field from the northwest. Single-jet aircraft with swept-back wings flew individually and in formations of up to 8 mostly at altitudes of between 1,500 and 2,000 meters, coming from the presumed airfield southeast of Sverdlovsk, where they took off in elements of two at intervals of 1 to 2 minutes. After a flight time of 10 to 15 minutes and of 20 to 30 minutes respectively the individual aircraft and formations returned in the direction of the airfield and apparently landed there after considerably loosing altitude. About once a week, a formation of 6 to 8 twin-engine aircraft with piston engines crossed over Sverdlovsk. From noises heard it was inferred that aircraft with piston engines and jet aircraft flew at night. Twin-jet aircraft were never observed.
19. Between May 1950 and September 1953, twin-engine aircraft with piston engines and single-jet aircraft were seen flying over Sverdlovsk in addition to the air activity from the airfield near the RTI Rubber Factory. The jet aircraft which were observed comparatively seldom were designated as MiG-15s by the MVD sentries.
20. From early 1953 to September 1953, 10 to 12 twin-engine aircraft were daily seen crossing over the FW camp in Pervomaika which is located between Pervo-Uralsk (56°55'N/59°56'E) and Revda (56°48'N/59°56'E). The aircraft approached and headed toward Sverdlovsk. From the beginning of August to mid-August, a total of about 20 aircraft were daily seen flying in both directions. After mid-August, air activity was reduced. No four-engine aircraft were observed.
21. For the first time in August or September 1952, Soviet workers stated that a new military airfield was intended to be constructed south of Degtyarka.  Beginning in the fall of 1952, engineers were allegedly employed. Groups of 10 to 30 workers were repeatedly seen in the Degtyarka area. The Soviets also said that construction work on a radio installation for the airfield was started in September 1952. Engineer details were seen working 250 to 300 meters north of the brickyard. The type of the construction project could not be determined by late March 1953. 5
22. During the spring of 1953, about 20 FWs were assigned to construction work on a retaining dam southeast of Degtyarka. About 2 days after the beginning of work, air force officers appeared allegedly coming from Sverdlovsk and ordered that the FWs be replaced by civilian workers. North of the retaining dam and east of Degtyarka was another construction site where only civilian workers were employed, apparently on the construction of a radio installation or radar station. While marching along this site, the MVD guards tried to hinder the FWs from observing the area. The following construction projects were located east of Degtyarka:

25X1

Object 1: On a long bare hill about 800 meters southeast of a road fork near FW Camp 6118/9, about 1,000 meters southeast of a lake, near a foot path leading over the hill. The site covered an area of about 200 x 400 meters. There were 1 wooden tower with an antenna, 1 hexagonal wooden structure and 6 to 8 AA gun emplacements. The wooden tower was about 15 meters high and 5 to 6 meters in diameter. It tapered three times and had a platform on top with a 4 to 5 meters high rod antenna. The hexagonal wooden structure had large glass windows on all sides thus permitting a good view on the surrounding area. The 6 to 8 AA gun emplacements were interconnected by communication trenches and were covered with camouflage nets. Each emplacement was 6 to 8 meters in diameter and surrounded by an embankment. The AA gun emplacements were not occupied up to June 1953. The area was surrounded by a barbed wire fence and off-limit signs were posted.

CONFIDENTIAL

25X1

CONFIDENTIAL

-8-

25X1

Object 2: A 15-meter-high wooden tower with an antenna located on a hill about 1,200 meters southeast of Object 1.

Object 3: It covered an area about 150 meters square at the northern edge of a hill about 200 meters east of the railroad line and 1,200 to 1,400 meters south of Object 1. There were 1 wooden tower, several earth bunkers, and 1 concrete building with a concrete roof, referred to by Soviet workers as "machine house". The wooden tower was near Object 1. The roofs of the bunkers were covered with earth and bushes. No machines were seen arriving at the concrete building. After May 1953, the installation was occupied by about 50 air force soldiers who were apparently assigned guard duty. Eight to 10 officers ranking up to captain were seen in the area after May 1953.

Object 4: A retaining dam, about 10 meters high, was to be constructed across a river bed 400 to 500 meters southeast of Object 3. Southwest of the dam construction, work was to be done on a machine house and power station which was to supply the other objects with electric current. In late May 1953, thick cables were being laid in cable ditches from Object 4 to Object 3. Additional ditches probably for cables were also dug between the other objects. <sup>6</sup>

23. Between July 1951 and September 1953, air activity was regularly and almost exclusively conducted by twin-engine aircraft over Pervo-Uralsk. Small aircraft flying at a higher speed were occasionally seen from a far distance. These aircraft were not jet planes. Between 1952 and June 1953, 3 multi-story barracks buildings, each 30 x 20 meters, with gable roofs of slag concrete were observed about 200 meters west of the PW camp in Pervomaika. The buildings were occupied by troops in June 1953. Rumors had it that the troops were the advance detail of a division headquarters. In June and July 1953, several officers surveyed parts of the PW camp and inspected some rooms. These officers allegedly belonged to the advance detail and had the mission to prepare the taking over of the camp by troops.

1. Comment. For layout sketch of airfield northwest of Aramil, see Annex 1.

25X1

2.

25X1

25X1

3. Comment. For sketch of airfield east of Nizhne-Isetsk, see Annex 2.

25X1

4. Comment.

25X1

the available information on air activity over Sverdlovsk and over the airfields southeast of the town indicate that two airfields are located in the triangle formed by Nizhne-Isetsk, Aramil and Mali Istok. The northern field is located at 60°50'E/56°44'30"N, i.e. 1.5 km farther north than entered on Usaf Target Complex Chart Series 100, No 8870, dated October 1949. The other airfield is located farther south along the Sverdlovsk-Aramil road. Its pin-point location could not be determined.

25X1

The northern airfield was improved in 1947 and 1948 with the help of German PWs. It served as commercial airfield of Sverdlovsk and,

25X1

had been occupied by a fighter unit from 1947 to October 1948 (the end of the period of observation). At that time, the fighter unit had still been equipped with piston-engine aircraft. In the spring of 1949, observed jet fighters at the field. From the reported directions of approach and departure of the jet fighters flying over Sverdlovsk it is assumed that the aircraft were stationed at an airfield southeast of Sverdlovsk. From the repeated observation of jet fighters it appears improbable that the aircraft were stationed at a remote airfield. Therefore it is assumed that the airfield southeast of Sverdlovsk was still occupied by a fighter unit during the period of observation up to September 1953. The southern airfield is probably occupied by an air unit or school equipped with Tu-2s or Pe-2s, a transport unit, and several commercial aircraft.

25X1

25X1



CONFIDENTIAL/

~~8~~ -9-

25X1

5. [ ] Comment. This is the first information on the construction of an airfield south of Degtyarka. The work ~~probably~~ refers to the construction projects [ ] 25X1

[ ] The rumor on the construction of an airfield was possibly based on the observation of air force personnel. 25X1

6. [ ] Comment. For location sketch of construction projects, see Annex 3. The construction sites presumably belong to an unidentified air force installation, possibly in the framework of air defense. The special importance of the installation is supported by the observation that PWs were replaced by civilian workers and that PWs were hindered by MVD guards from observing the construction sites. 25X1

CONFIDENTIAL

25X1

CONFIDENTIAL

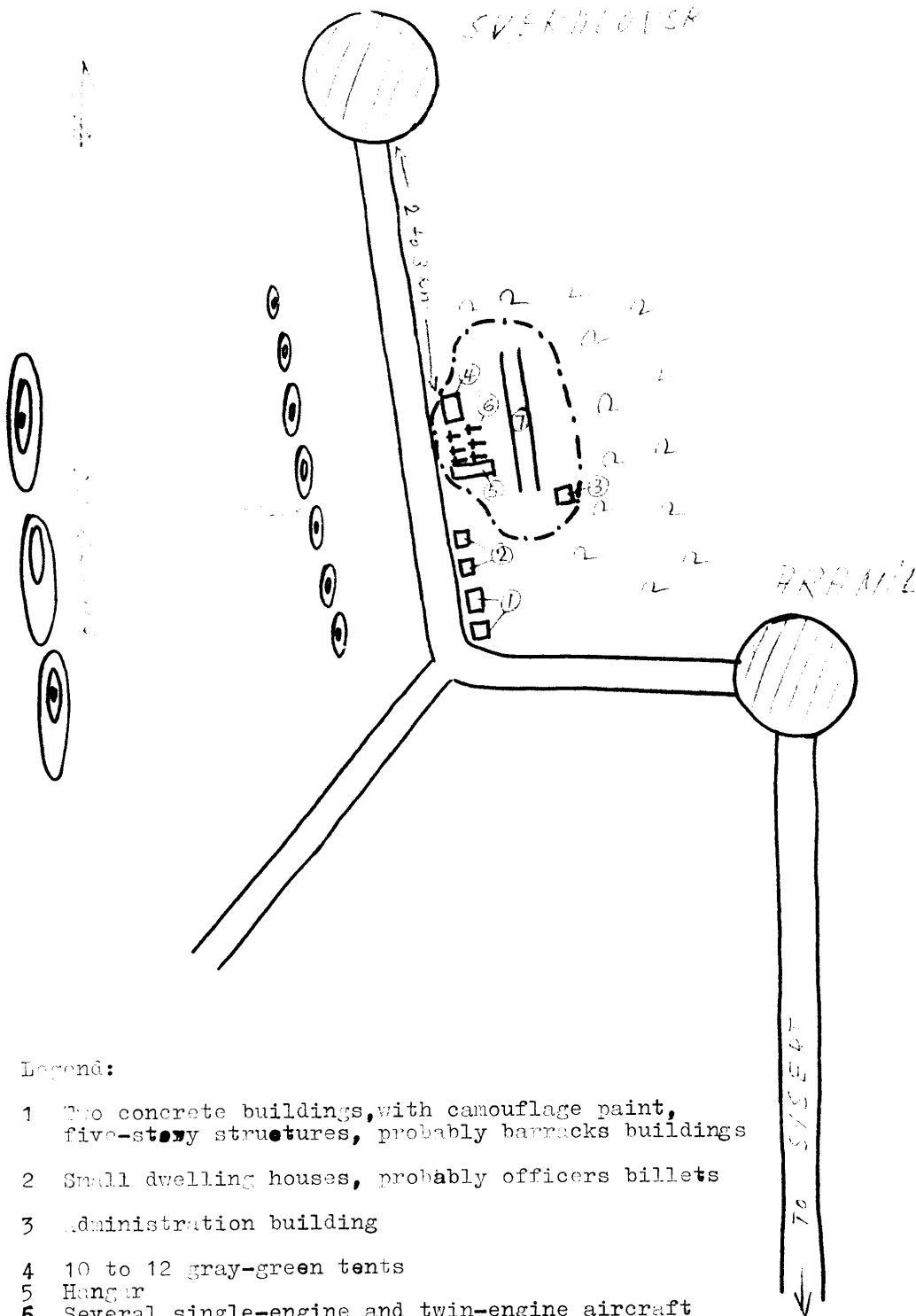
25X1

-10-

Annex 1

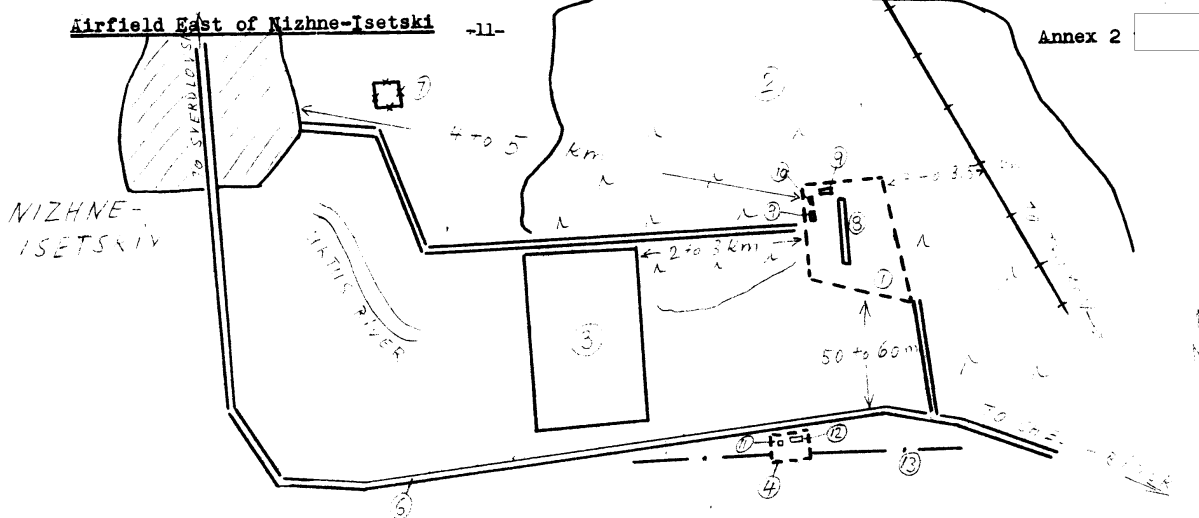
Layout Sketch of Airfield Northwest of Aramil

25X1



## Legend:

- 1 Two concrete buildings, with camouflage paint, five-story structures, probably barracks buildings
- 2 Small dwelling houses, probably officers billets
- 3 Administration building
- 4 10 to 12 gray-green tents
- 5 Hangar
- 6 Several single-engine and twin-engine aircraft
- 7 Runway



For legend, see next page.

CONFIDENTIAL

25X1

CONFIDENTIAL

Annex 2

-12-

-2-

25X1

Location Sketch of Airfield East of Nizhne-IssetskiLegend

- 1 Airfield
- 2 Coniferous woods
- 3 Ural-Khim Zavod, chemical plant
- 4 Newly built transformer station
- 5 Presumed course of railroad line to Tyumen
- 6 Sverdlovsk-Chelyabinsk main road
- 7 Fenced-in area with bunkers
- 8 Runway, about 1.5 km long
- 9 Two corrugated sheet metal hangars
- 10 Flight control station
- 11 Distribution hall
- 12 Building housing workshops
- 13 High-tension line, further course not known

CONFIDENTIAL

25X1

CONFIDENTIAL

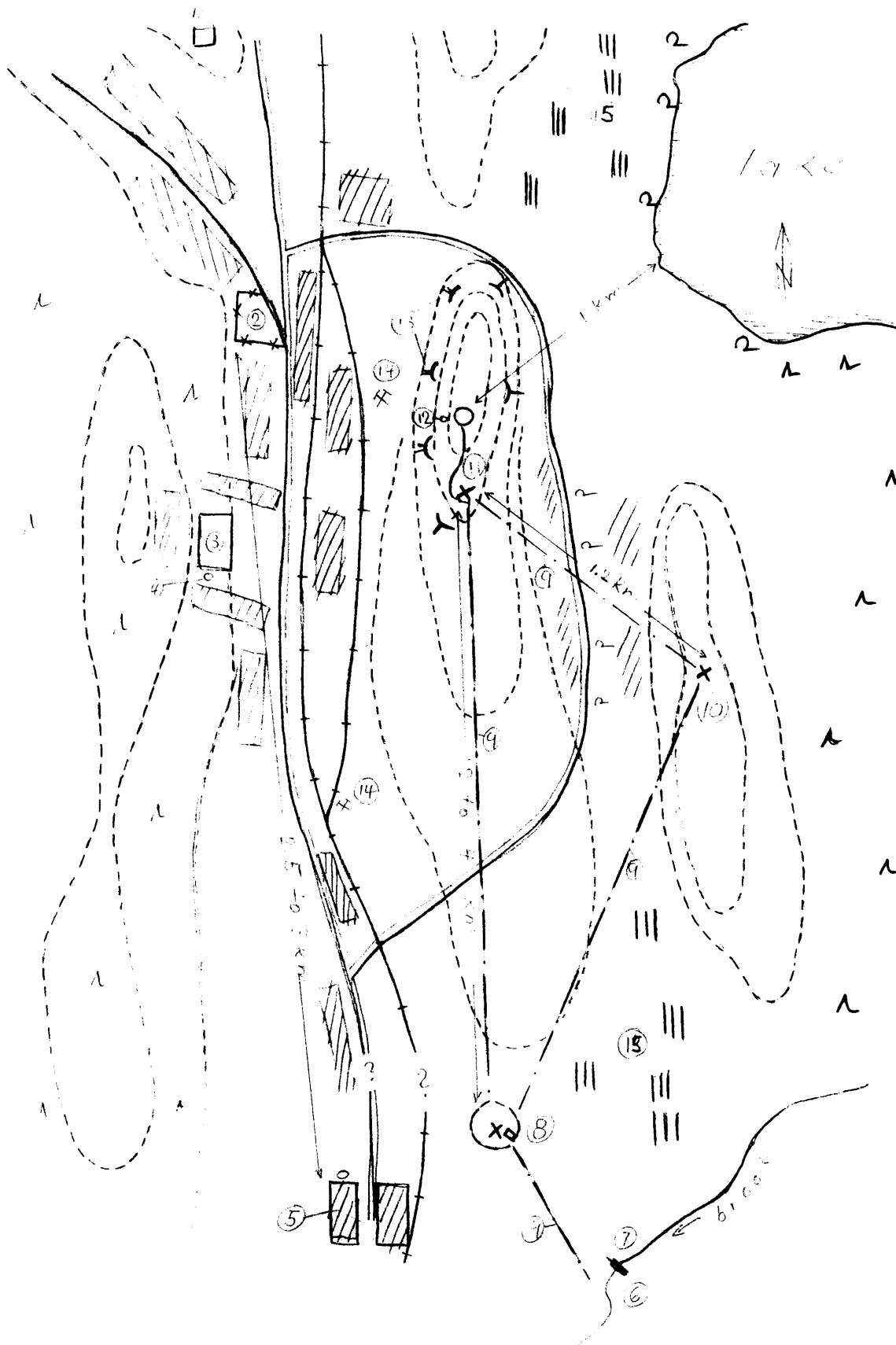
25X1

-13-

Annex 3

25X1

Air Force Construction Sites Near Degtyarka



For legend, see next page.

CONFIDENTIAL,

25X1

-14-

Annex 3

-2-

Air Force Construction Sites Near Degtyarka

25X1

Legend

- 1 Waterworks
- 2 PW Camp No 6118/9
- 3 Club
- 4 Altitude point 376 (sic) over NN
- 5 Lime and cement works
- 6 Retaining dam
- 7 Object No 4
- 8 Object No 3
- 9 Cable ditches
- 10 Object No 2
- 11 Object No 1
- 12 Altitude point 860 (sic) over NN
- 13 AA gun emplacements
- 14 Copper shafts
- 15 High moors

CONFIDENTIAL,

25X1

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

**CENTRAL INTELLIGENCE AGENCY**

# INFORMATION REPORT

## REPORT

CD NO.

25X1

COUNTRY

USSR (Urals)

DATE DISTR.

10 November 1955

**SUBJECT**

### Airfields and Air Activity near Sverdlovsk

**NO. OF PAGES**

14

PLACE  
ACQUIRED

**NO. OF ENCLS.  
LISTED BELOW**

25X1

DATE OF INFO.

**SUPPLEMENT TO  
REPORT NO.**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANINGS OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS WORK IS PROHIBITED.

**THIS IS UNEVALUATED INFORMATION**

Attached is forwarded as received.

25X1

Comment: Throughout the report, read Mzhne-Isetskii for Mzhne-Isetsk and Mzhne-Isetsk, Pervomayka for Pervomaika, Pervouralsk, for Pervo-Uralsk, and Malyi Istok for Mali Istok.

25X1

25X1

25X1

25X1

CLASSIFICATION **C-O-N-F-I-D-E-N-T-I-A-L**

STATE	X	NAVY	X	NSRB		DISTRIBUTION					
ARMY	X	AIR	X	FBI							

CLASSIFICATION CONFIDENTIALCOUNTRY USSR -2- REPORTTOPIC Airfields and Air Activity in the Sverdlovsk Area 25X1EVALUATION  PLACE OBTAINED  25X1DATE OF CONTENT DATE OBTAINED  DATE PREPARED 10 September 1954 25X1REFERENCES PAGES 8 ENCLOSURES (NO. & TYPE) 3 - three sketches with two legends on dittoREMARKS This is UNEVALUATED Information 25X1

25X1

CLASSIFICATION CONFIDENTIAL



CONFIDENTIAL

-3-

25X1

1. Between February 1950 and September 1953, an airfield was observed in a level terrain northwest of Aramil (56°43'N/60°51'E). The field extended from northwest to southeast for 2 to 3 km and from northeast to southwest for 1 to 2 km. It was bordered on 3 sides by woods. West and southwest of the field was a ridge of hills which extended west to southwest of an asphalt road. This road was about 7 meters wide and led from Sverdlovsk (60°50'N/60°37'E) to Aramil. Flight obstacles were a high-tension line leading from Sverdlovsk to Aramil, factory smokestacks in Aramil and the aforementioned ridge of hills. No railroad line was seen in the vicinity of the field. The installation was a military and civilian airfield with a runway which was about 2 km long and extended from northwest to southeast. The runway could not be seen from the Sverdlovsk-Aramil road but from the roof of the metallurgy plant. Two five-story buildings with camouflage paint, probably barracks installations, were located outside of and southeast of the field, about 20 meters east of the road. North of these barracks buildings were two smaller houses, probably officers billets. Another building apparently housing the administration, was located southeast of the runway. A group of 10 to 12 large gray-green tents, possibly aircraft hangars, and a hangar, 6 to 7 meters high, were located south of the runway; the latter hangar was located at a right angle to the road. Along the road extended a lattice fence, about 1.5 meters high. Sentries were seen patrolling on the road. At night, the airfield and factory smokestacks in Aramil were illuminated.

CONFIDENTIAL

2. During 1950, 1951 and 1952, only single-engine aircraft and twin-engine aircraft of obsolete types were stationed at the field. Since the PW camp was located near the field, the aircraft seen aloft definitely took off and landed at the field. During August 1950, 8 to 10 cargo gliders were once observed being towed by DC-3s; the gliders were released short distance from the field and then landed there. Beginning in 1953, there was more night flying activity than previously observed. After about October or November 1952, single-jet aircraft with swept-back wings were seen flying over the field coming from the north. They flew only in good weather or when the ceiling was over 1,000 meters. The flight altitude was 200 to 300 meters. The jet aircraft which were daily seen flying 3 or 4 times in V-formation or formation of 4 aircraft were apparently not stationed at the field. They landed there and, toward the evening, again took off heading north.
3. In addition to military air activity, commercial flights were made by DC-3s which definitely differed from the military aircraft by their inscription. Aircraft repeatedly seen at the field included 4 or 5 during the morning hours, 2 about noon, and about 3 during the afternoon. <sup>1</sup>
4. Between August 1951 and June 1953, an airfield was observed about 2.5 km east of the metallurgy plant, east of the Sverdlovsk-Chelyabinsk (55°09'N/61°24'E) road and about 2.5 km from Nizhne-Issetski. The field covered an area of 2 x 3 km. It was bordered by a level area to the north, by woods to the east and south and by hills beyond the road to the west. The ridge of hills extended to as far as Sverdlovsk. There were no runways but apparently a concrete runway which extended in E-W direction. In the northwestern and western sections of the field were 5 or 6 brick buildings and some sheds in which aircraft were probably parked.
5. Throughout the day, even in unfavorable weather, individual flights were made by twin-engine transports and passenger planes over Nizhne-Issetski. These aircraft were not involved in practice flights at the field. In the air space south of Sverdlovsk and over the field, however, practice flights were continuously made by a twin-jet aircraft with double rudder assemblies and swept-back wings.   The two jet engines projected far beyond the leading edges of the wings and slightly beyond the trailing edges. A maximum of 3 or 4 aircraft of this type were simultaneously seen aloft. The aircraft flew individually and were seen for the first time in the spring of 1953. Prior to that date, air activity had mainly been conducted by single-engine piston aircraft of various types. <sup>2</sup>
6. Prior to June 1953, an airfield had been observed 12 to 13 km southwest of Sverdlovsk, 4 to 5 km east of Nizhne-Issetski, 50 to 60 meters north of the E-W road running to Chelyabinsk. The field was bordered to the north and east by light coniferous forests, and to the south by uncultivated fields which extended to as far as the main road. From noises heard it was inferred that a railroad line extended east of the eastern wood. About 2 or 3 km west of the field was the Ural-Khm Zavod, a chemical plant, from which a rutted field path extended to as far as the field. A transformer station, referred to as "Electrostantsia" was under construction 40 to 50 meters south of the Sverdlovsk-Chelyabinsk road, south of the field. The framework of the installation was completed by June 1953. Two high-tension lines suspended on steel masts were strung over the transformer station in E-W direction. <sup>3</sup>
7. A runway, about 1.5 km long, extended from north to south in the middle of the field. The aircraft observed at the field were generally parked in front of the two hangars in the northwestern corner of the field. In addition to the hangars, a two-story flight control building, a brick structure about 20 x 3 meters ~~large~~, was located at the northwestern end, which was to be enlarged. Eight or 9 twin-engine aircraft of two types were usually stationed at the field. The first type had two radial engines, a nose wheel and a main landing gear which retractable backward into its engine nacelles, the second was a normal DC-3 type aircraft.

25X1

CONFIDENTIAL

CONFIDENTIAL

-5-

8. During March or April 1953, a twin-jet aircraft with glassed-in tail gunner's station, high rudder and engines fitted under the wings which were now swept-back, crossed the Nizhne-Issetski PW camp, landed at the field and, after a short time, again took off. Single-jet aircraft were definitely not observed at the field prior to June 1953. It is possible that additional twin-jet aircraft made intermediate landings at, or individual practice flights over, the field. However, the aircraft were not stationed there. Air activity at the field was apparently conducted regularly by civilian and/or military transports. No personnel were seen at the field except for some pilots wearing flying suits. There was also night flying activity which was primarily conducted by civil aircraft which landed individually.
9. Prior to early 1953, only propeller-driven aircraft were observed in the air space southeast of Sverdlovsk. Beginning in early 1953, individual single-jet aircraft were seen aloft and, after June 1953, formations of 12 to 15 aircraft were observed flying in flight wedge formations. Beginning in August 1953, twin-jet aircraft were occasionally seen flying in formations of up to 14 aircraft. The aircraft involved in the air activity apparently took off from an airfield southeast of Sverdlovsk. Other PWs stated that an airfield was located near Nizhne-Issetski and that a concrete runway had been constructed at this field in 1951 and 1952. Air activity was conducted only in favorable weather and almost every day during the summer of 1953. The aircraft crossed over the town perimeter of Sverdlovsk and the RTI rubber plant coming from the southeast, subsequently climbed from about 500 meters to several thousand meters and, after some time, again headed southeast. The aircraft with two jet engines were semi-high-wing monoplanes with single rudder assembly and engines fitted under the wings and projecting beyond the leading and trailing edges of the wings. The leading edge of the wing was at a right angle to the fuselage.
10. Between late 1952 and September 1953, practice flights were made during daytime by jet aircraft with one and two jet engines over Pervoc-Ural'sk (56°55'N/59°56'E). Russian workers stated that the aircraft were stationed at Sverdlovsk airfield which, during the last years, had allegedly been considerably improved. In addition to air activity by military aircraft, commercial flights were continuously made by DC-3s in E-W directions.
11. Between May 1950 and July 1953, air activity was observed over the airfield east of the PW camp. Almost every day prior to July 1953, a squadron of 9 aircraft flying in 3 flights was seen. The aircraft were fitted with 2 piston engines and had double rudder assemblies. For the first time in July 1953, a MiG-15 was seen flying at an altitude of about 3,000 meters. MiG-15s were not observed being permanently stationed at the field. Apparently only individual MiG-15s were temporarily parked there.
12. Between May and November 1950, almost exclusively twin-engine aircraft with piston engines pointed at the ends and with double rudder assemblies, similar to the Me-110, were seen at the field east of Nizhne-Issetski. The aircraft were still seen from the RTI Camp at a later date. Air activity was continually reduced after late 1952. During 1953, only a few flights were observed. The aircraft could be observed in the Nizhne-Issetski area only at an altitude of 50 to 60 meters while climbing east of the town after the take-off. The landing gear was then already retracted. For formation flights, the aircraft took off individually at short intervals of less than 1 minute. Individual and formation flights of up to 8 or 9 aircraft were made. The interval and distance between the individual aircraft of a formation was 2 wingspans and 2 or 3 aircraft lengths respectively. In addition to twin-engine aircraft also individual biplanes were seen flying at the field.
13. Single-jet aircraft without auxiliary fuel tanks were observed over Sverdlovsk for the first time in the spring or summer of 1952. The air activity was continuously intensified up to September 1953. The aircraft did not fly every day. They always approached from the east-southeast and also departed in the same direction. From the direction of approach it was inferred that the aircraft were stationed at the same airfield.

CONFIDENTIAL

CONFIDENTIAL

as the twin-engine piston aircraft. The jet aircraft usually flew in elements of two or flights of three and seldom at altitudes lower than 1,000 meters and also occasionally at high altitudes while developing vapor trails. When flying in formation, the interval and distance between the individual aircraft was most usually several wingspans and aircraft lengths. Individual twin-jet aircraft were observed flying at high altitudes and definitely seen developing 2 vapor trails. 4

14. The first single-jet aircraft were observed flying at very high altitudes over Pervo-Uralsk in the summer of 1952. A single-jet plane was once observed flying at an altitude of about 300 meters toward Sverdlovsk when the weather was very bad. The approach direction of the jet aircraft flying at high altitudes could not be definitely identified. The aircraft had considerable swept-back wings. In the spring of 1953, a formation consisting of 2 flights of twin-engine aircraft with piston engines and double rudder assemblies crossed over Pervo-Uralsk at an altitude of 200 to 300 meters, apparently coming from Sverdlovsk. In addition to these aircraft, twin-engine commercial DC-3s and another twin-engine piston aircraft with considerably long nose compartment and a slightly higher speed than the DC-3 were seen over Pervo-Uralsk.
15. Between May and November 1950, commercial aircraft were daily seen flying over the airfield in the vicinity of Nizhne-Isetski. After the take-off, the landing gears were being retracted over the PW camp. The commercial aircraft flew also in very bad weather when the ceiling was low and visibility poor, and at night. Almost every night, the obstacle lights on the smokestacks of the Ural-Mash Plant, a machine factory in Nizhne-Isetski were on. The aircraft employed were Li-2s and Il-12s. The same type aircraft were observed from the RTI camp flying at the field up to September 1953. During 1953, mostly Il-12s were used. During the period from May to November 1950, twin-engine ground attack aircraft with double rudder assemblies and in-line engines were also seen taking off from the field. This type aircraft was also observed flying apparently at Nizhne-Isetski airfield up to September 1953.
16. The first jet aircraft appeared over Sverdlovsk approximately at the beginning of 1952. The aircraft appeared to have taken off from Nizhne-Isetski airfield and were first seen flying individually. In 1952, air activity by jet aircraft was considerably intensified. During the last period of observation in 1953, the aircraft usually flew in elements of two and often in formations of up to 5, usually at altitudes over 1,000 meters. In formations, the aircraft flew overlapping turns while the intervals and distances between the individual aircraft increased. Two or three times in 1953, two twin-jet aircraft were seen flying at very high altitudes over Sverdlovsk. Twin-jet aircraft were never seen flying at low altitudes over Sverdlovsk nor in unfavorable weather or at night.
17. Between mid-June and late September 1953, air activity was observed from the RTI camp in Sverdlovsk. The aircraft apparently took off from an airfield several kilometers southeast of Sverdlovsk. Other PWs stated that two airfields were located close to each other along a highway southeast of the town. Single-jet aircraft with swept-back wings were seen almost daily flying individually and in formations of two or three, mostly at medium altitudes and sometimes at high altitudes. The same type aircraft flying in formations of 5 and 9 were also seen from Degt'yarka (56°42'N/60°07'E) between April and June 1953. Aircraft approached from and departed toward Sverdlovsk. Twin-jet aircraft, wings with straight leading edges, were also seen flying over Sverdlovsk almost every day but these were less in number than the single-jet aircraft. In addition to the military air activity, commercial aircraft were daily seen flying at the field. On 19 August 1953, 30 to 40 twin-engine aircraft, similar to the Il-12, individually headed west over Sverdlovsk at intervals of 5 to 10 minutes. No four-engine aircraft were observed over Sverdlovsk.

CONFIDENTIAL

CONFIDENTIAL

-7-

18. Between June and late September 1953, air activity by military and commercial aircraft was observed over an airfield 8 to 10 km southeast of the RTI camp in Sverdlovsk. Throughout the day, twin-engine aircraft took off 8 to 10 times from the field and headed northwest over Sverdlovsk. Aircraft of the same type, apparently commercial planes, were also seen approaching the field from the northwest. Single-jet aircraft with swept-back wings flew individually and in formations of up to 8 mostly at altitudes of between 1,500 and 2,000 meters, coming from the presumed airfield southeast of Sverdlovsk, where they took off in elements of two at intervals of 1 to 2 minutes. After a flight time of 10 to 15 minutes and of 20 to 30 minutes respectively the individual aircraft and formations returned in the direction of the airfield and apparently landed there after considerably losing altitude. About once a week, a formation of 6 to 8 twin-engine aircraft with piston engines crossed over Sverdlovsk. From noises heard it was inferred that aircraft with piston engines and jet aircraft flew at night. Twin-jet aircraft were never observed.
19. Between May 1950 and September 1953, twin-engine aircraft with piston engines and single-jet aircraft were seen flying over Sverdlovsk in addition to the air activity from the airfield near the RTI Rubber Factory. The jet aircraft which were observed comparatively seldom were designated as MiG-15s by the MVD sentries.
20. From early 1953 to September 1953, 10 to 12 twin-engine aircraft were daily seen crossing over the PW camp in Pervomaika which is located between Pervo-Ural'sk (56°55'N/59°56'E) and Revda (56°48'N/59°56'E). The aircraft approached and headed toward Sverdlovsk. From the beginning of August to mid-August, a total of about 20 aircraft were daily seen flying in both directions. After mid-August, air activity was reduced. No four-engine aircraft were observed.
21. For the first time in August or September 1952, Soviet workers stated that a new military airfield was intended to be constructed south of Degtyarka. Beginning in the fall of 1952, engineers were allegedly employed. Groups of 10 to 30 workers were repeatedly seen in the Degtyarka area. The Soviets also said that construction work on a radio installation for the airfield was started in September 1952. Engineer details were seen working 250 to 300 meters north of the brickyard. The type of the construction project could not be determined by late March 1953. 5
22. During the spring of 1953, about 20 PWs were assigned to construction work on a retaining dam southeast of Degtyarka. About 2 days after the beginning of work, air force officers appeared allegedly coming from Sverdlovsk and ordered that the PWs be replaced by civilian workers. North of the retaining dam and east of Degtyarka was another construction site where only civilian workers were employed, apparently on the construction of a radio installation or radar station. While marching along this site, the MVD guards tried to hinder the PWs from observing the area. The following construction projects were located east of Degtyarka:
 

Object 1: On a long bare hill about 800 meters southeast of a road fork near PW Camp 6118/9, about 1,000 meters southeast of a lake, near a foot path leading over the hill. The site covered an area of about 200 x 400 meters. There were 1 wooden tower with an antenna, 1 hexagonal wooden structure and 6 to 8 AA gun emplacements. The wooden tower was about 15 meters high and 5 to 6 meters in diameter. It tapered three times and had a platform on top with a 4 to 5 meters high rod antenna. The hexagonal wooden structure had large glass windows on all sides thus permitting a good view on the surrounding area. The 6 to 8 AA gun emplacements were interconnected by communication trenches and were covered with camouflage nets. Each emplacement was 6 to 8 meters in diameter and surrounded by an embankment. The AA gun emplacements were not occupied up to June 1953. The area was surrounded by a barbed wire fence and off-limit signs were posted.

25X1

CONFIDENTIAL

CONFIDENTIAL

Object 2: A 15-meter-high wooden tower with an antenna located on a hill about 1,200 meters southeast of Object 1.

Object 3: It covered an area about 150 meters square at the northern edge of a hill about 200 meters east of the railroad line and 1,200 to 1,400 meters south of Object 1. There were 1 wooden tower, several earth bunkers, and 1 concrete building with a concrete roof, referred to by Soviet workers as "machine house". The wooden tower was near Object 1. The roofs of the bunkers were covered with earth and bushes. No machines were seen arriving at the concrete building. After May 1953, the installation was occupied by about 50 air force soldiers who were apparently assigned guard duty. Eight to 10 officers ranking up to captain were seen in the area after May 1953.

Object 4: A retaining dam, about 10 meters high, was to be constructed across a river bed 400 to 500 meters southeast of Object 3. Southwest of the dam construction, work was to be done on a machine house and power station which was to supply the other objects with electric current. In late May 1953, thick cables were being laid in cable ditches from Object 4 to Object 3. Additional ditches probably for cables were also dug between the other objects. "

39. Between July 1951 and September 1953, air activity was regularly and almost exclusively conducted by twin-engine aircraft over Pervo-Ural'sk. Small aircraft flying at a higher speed were occasionally seen from a far distance. These aircraft were not jet planes. Between 1952 and June 1953, 3 multi-story barracks buildings, each 70 x 20 meters, with gable roofs of slag concrete were observed about 200 meters west of the RV camp in Pervomaika. The buildings were occupied by troops in June 1953. Rumors had it that the troops were the advance detail of a division headquarters. In June and July 1953, several officers surveyed parts of the RV camp and inspected some rooms. These officers allegedly belonged to the advance detail and had the mission to prepare the taking over of the camp by troops.

1. Comment. For layout sketch of airfield northwest of Aramil, see Annex 1.

25X1

2.

25X1

3. Comment. For sketch of airfield east of Nizhno-Isetsk, see Annex 2.

25X1 25X1

4. Comment.

25X1

the available information on air activity over Sverdlovsk and over the airfields southeast of the town indicate that two airfields are located in the triangle formed by Nizhno-Isetsk, Aramil and Mali Istok. The northern field is located at 60°50'E/56°44'30"N, i.e. 1.5 km farther north than entered on Usaf Target Complex Chart Series 100, No 3870, dated October 1949. The other airfield is located farther south along the Sverdlovsk-Aramil road. Its pin-point location could not be determined.

25X1

The northern airfield was improved in 1947 and 1948 with the help of German PWs. It served as commercial airfield of Sverdlovsk and, [redacted]

25X1

[redacted] had been occupied by a fighter unit from 1947 to October 1948 (the end of the period of observation). At that time, the fighter unit had still been equipped with piston-engine aircraft. In the spring of 1949, [redacted] observed jet fighters at the field. From the reported directions of approach and departure of the jet fighters flying over Sverdlovsk it is assumed that the aircraft were stationed at an airfield southeast of Sverdlovsk. From the repeated observation of jet fighters it appears improbable that the aircraft were stationed at a remote airfield. Therefore it is assumed that the airfield southeast of Sverdlovsk was still occupied by a fighter unit during the period of observation up to September 1953. The southern airfield is probably occupied by an air unit or school equipped with Tu-2s or Pe-2s, a transport unit, and several commercial aircraft.

25X1

25X1

CONFIDENTIAL

-9-

25X1

5. [ ] Comment. This is the first information on the construction of an airfield south of Degtyarka. The work probably refers to the construction projects [ ]

25X1

[ ] The rumor on the construction of an airfield was possibly based on the observation of air force personnel.

25X1

6. [ ] Comment. For location sketch of construction projects, see Annex 3. The construction sites presumably belong to an unidentified air force installation, possibly in the framework of air defense. The special importance of the installation is supported by the observation that PWs were replaced by civilian workers and that PWs were hindered by MVD guards from observing the construction sites.

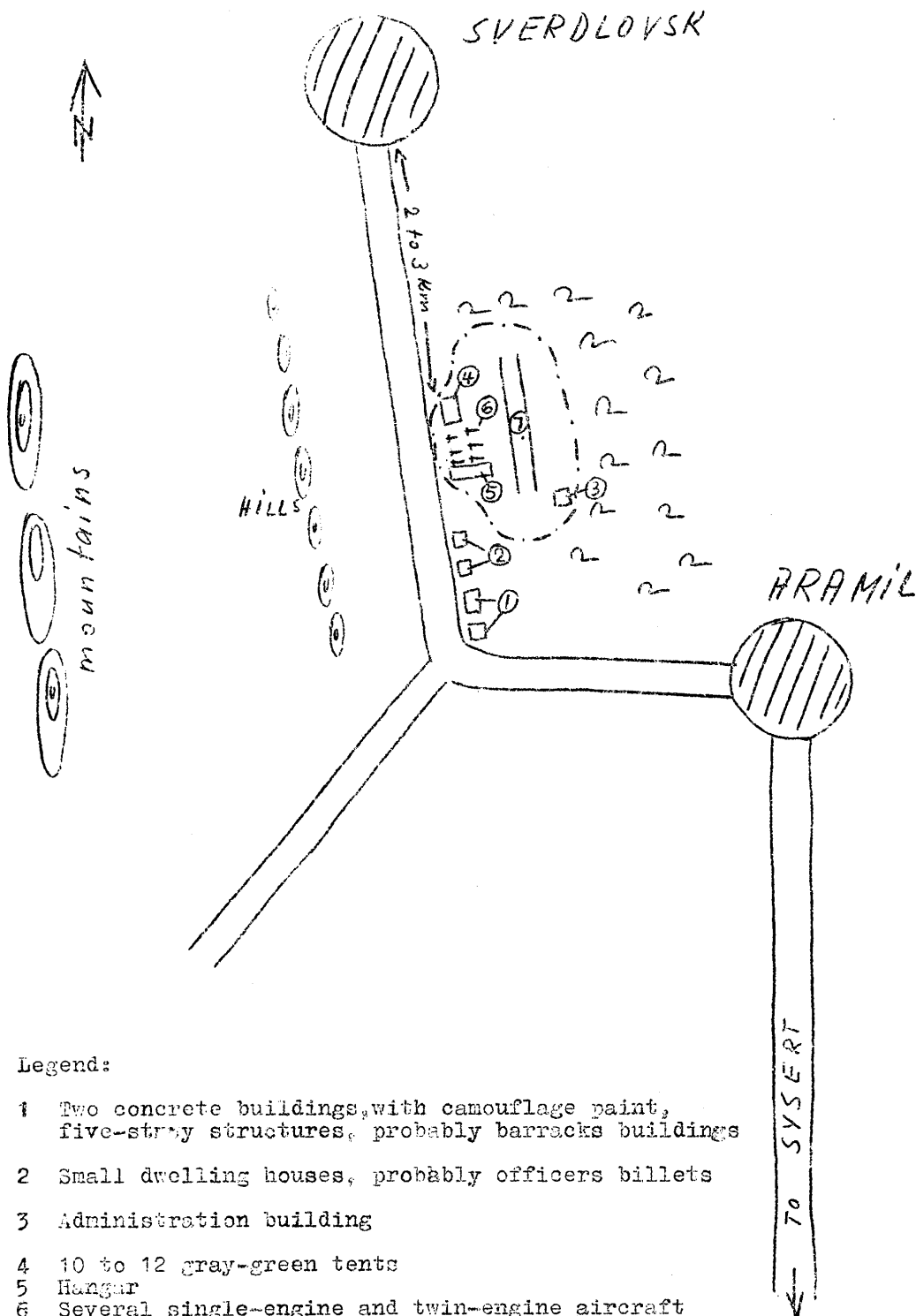
25X1

CONFIDENTIAL

CONFIDENTIAL

Annex 1

-10-

Layout Sketch of Airfield Northwest of Aramil

## Legend:

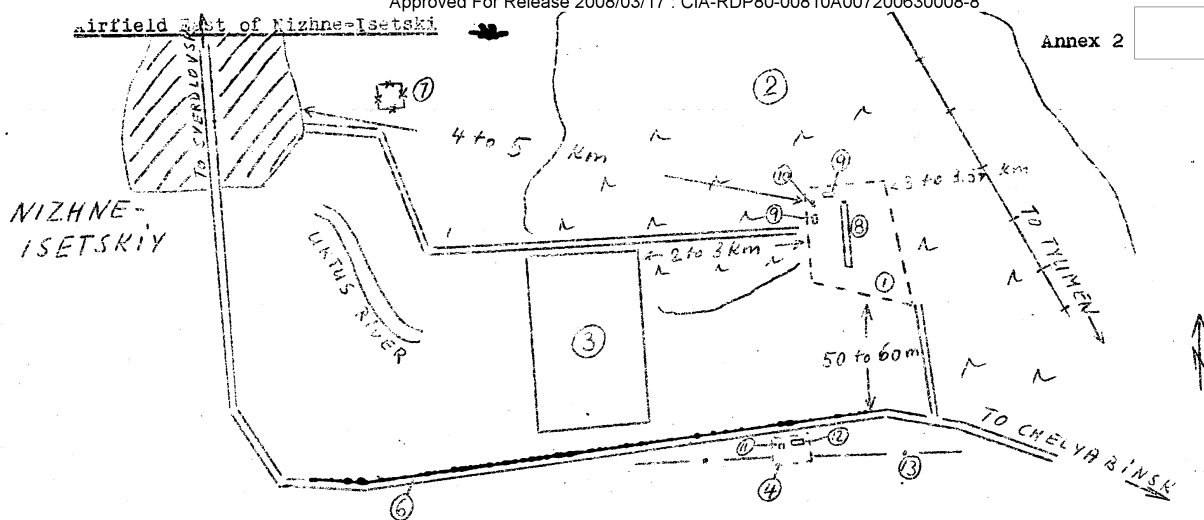
- 1 Two concrete buildings, with camouflage paint, five-story structures, probably barracks buildings
- 2 Small dwelling houses, probably officers billets
- 3 Administration building
- 4 10 to 12 gray-green tents
- 5 Hangar
- 6 Several single-engine and twin-engine aircraft
- 7 Runway



Airfield East of Nizhne-Isetski

Annex 2

25X1



For legend, see next page.

CONFIDENTIAL

25X1

CONFIDENTIAL

Annex 2

-12-

-2-

Location Sketch of Airfield East of Nizhne-Issetski

Legend

- 1 Airfield
- 2 Coniferous woods
- 3 Ural-Khim Zavod, chemical plant
- 4 Newly built transformer station
- 5 Presumed course of railroad line to Tyumen
- 6 Sverdlovsk-Chelyabinsk main road
- 7 Fenced-in area with bunkers
- 8 Runway, about 1.5 km long
- 9 Two corrugated sheet metal hangars
- 10 Flight control station
- 11 Distribution hall
- 12 Building housing workshops
- 13 High-tension line, further course not known

CONFIDENTIAL

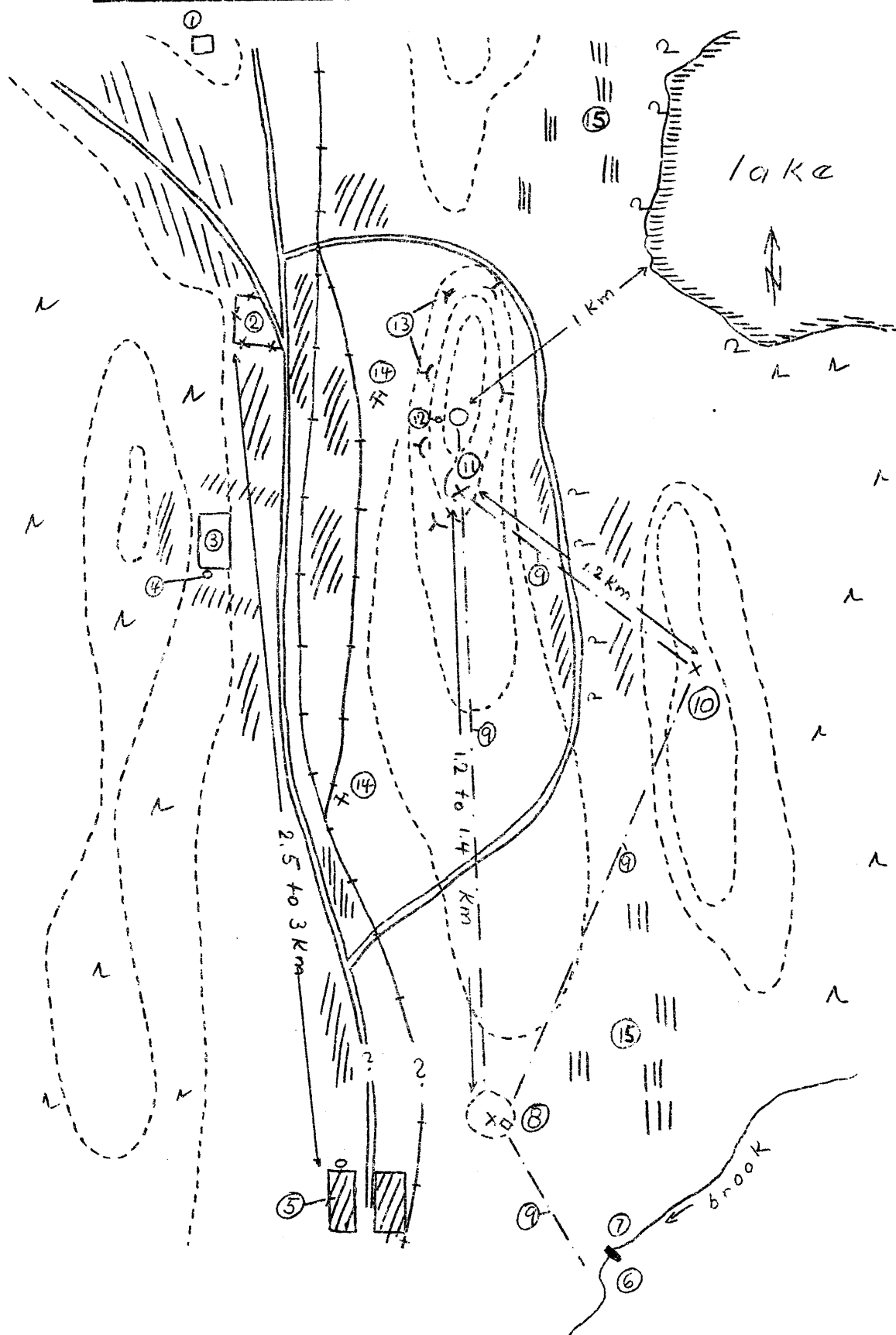
CONFIDENTIAL

25X1

-13-

Annex 3

Air Force Construction Sites Near Degtyarka



For legend, see next page.

25X1

CONFIDENTIAL

Annex 3

-14-

-2-

Air Force Construction Sites Near Degtarka

Legend

- 1 Waterworks
- 2 PW Camp No 6118/9
- 3 Club
- 4 Altitude point 376 (sic) over NN
- 5 Line and cement works
- 6 Retaining dam
- 7 Object No 4
- 8 Object No 3
- 9 Cable ditches
- 10 Object No 2
- 11 Object No 1
- 12 Altitude point 860 (sic) over NN
- 13 AA gun emplacements
- 14 Copper shafts
- 15 High moors

CONFIDENTIAL